



# The China Mail.

ESTABLISHED 1845

H. MUMFAT  
JAPANESE PHOTOGRAPHER  
All kinds of Photographs  
Work done to latest styles  
Developing and printing for  
AMATEURS & SPECIALISTS  
1A, QUEEN'S ROAD  
CENTRAL

No. 15,115.

號四月十年一十一百九千一英

HONGKONG, WEDNESDAY, OCTOBER 4, 1911.

日三十月八年三統宣

PRICE, \$3.00 Per Month.

THORNE'S  
OLD VAT



SCOTCH WHISKY.

R. THORNE & SONS, L<sup>ts</sup>  
GREENOCK & LONDON.

SOLE AGENTS IN HONG KONG, CHINA & MANILA  
A. S. WATSON & CO. LTD.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

OFFICERS:

J. A. Wattie, Esq., Managing Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation, registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England. Insurances in Force \$3,571,485.00.  
Assets \$4,873,390.00.  
Income for Year \$3,823,071.00.  
Insurance Fund \$3,520,050.00.

LEFFERTS KNOX, Esq., Hongkong, District Manager.  
B. W. TAPPE, Esq., Canton, District Secretary.

Alexandra Building.

C. Lawder, Esq.—Inspector, Hongkong.  
ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, Kt., C.M.G.  
T. F. Hough, Esq.—C. J. Lafont, Esq., Hongkong, July 23, 1911. 1494

PEOPLE.

Who know the best way to have a good time, go to the VICTORIA SKATING RINK.

There's where you forget your troubles.

Monthly tickets to be had on application at the Victoria Theatre.  
Hongkong, September 25, 1911. 1238

JIKIRI'S AMAZONIAN WIFE.

Much additional light is shed upon the last stand of the outlaw Jikiri and especially the final and desperate fight made by his wife, in a description of the encounter written by a member of the 8th Cavalry and published in a recent issue of the New York Herald. After describing the shooting of Jikiri by Lieut. Boer the writer proceeds to say "from the mouth of the cave sounded a yell, brain splitting, demoniacal, and a woman, Jikiri's wife, slashing with a bolo, was upon the whole company of soldiers. A lurking spirit of possibly misplaced chivalry made the men rather dodge her blows than return them, and in a few seconds she had two of them stretched on the ground. They closed with her, but, wriggling like a python and with the strength of a panther, she broke away, and two more men were carried aside by comrades. Officers and men pressed close about the woman, and finally by sheer force of numbers, she was captured, disarmed and bound. Later she was sent to Manila."

MUSICAL SAND IN SARAWAK.

It may be of some interest to your readers (writes J. C. M. in the Sarawak Gazette) to know of the occurrence of musical sand in Sarawak. This curious sound-producing sand is found on a small cove just below the new light-house on Po Point, but I believe it is not known on the neighbouring shores of Muarabes, Serai, Bantol or Santahong. The noise produced by treading on this sand varies according to the lightness or heaviness of the step taken, and seems to be composed rather of a combination of high and low sounds than of one definite note. In writing of Musical Sands in England, Mr. C. Carus-Wilson (Nature, Vol. 68, p. 513) says: "The pitch of the notes emitted from musical sands depends (a) upon the size of the grains, (b) the area of the plunger's striking surface and (c) the form and composition of the vessel used." It seems that only very fine sand, can emit these curiously sounds.

Business Notices.

W. S. BAILEY & Co., Ltd.

Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roofs, Bridge Work and Engineering Work and Repairs of every description.

ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.  
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS

CONDENSED MILK CO.

CHAM (Switzerland) AND LONDON.

Another Famous Product of the above Company is its

MILKMAID BRAND

STERILIZED NATURAL MILK.

A Trial of which will satisfy you of its EXCELLENCE.

Price: 20 Cents Per Tin, \$2.30 Per Doz. Tins, \$23.00 Per Case of 4 Doz. Tins.

ON SALE AT: LANE, CRAWFORD & Co., Kwan Yee, Queen's Rd. Cent. CHONG YEE, Queen's Road Central.

MAK YEE, Queen's Rd. East. NAM HING LOONG, Queen's Road Central. HONGKONG CO-OPERATIVE SOCIETY, 11 Cause Road.

As a guarantee of Quality.

SEE THE Milkmaid

ON EVERY TIN.

Hongkong, December 1, 1910.

HONGKONG-MACAO LINE.

SATURDAY, the 7th October.

The Company's Steamship "SUI TAI" will leave from Wing Lok Street Wharf at 2 P.M.

"HEUNGSHAN" will leave from Canton Steamers' Wharf at 4 P.M. and return from Macao on Sunday, at 8 P.M.

EXCURSION TO MACAO. (Weather permitting). SUNDAY, the 8th October.

The Company's Steamship "SUI AN" will depart from WING LOK STREET WHARF at 9 A.M. and return from Macao at 2 P.M.

FARES AS USUAL.

S.D.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 A.M. and 2 P.M. and from Hongkong at 12.30 P.M. from the COMPANY'S WING LOK STREET WHARF.

The Steamer leaving Hongkong at 12.30 P.M. connects with the s.s. "Heungshin" returning from Macao at 8 P.M.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS Opposite Hongkong Hotel.

Summer Requisites.

Victoria Prickly Heat Lotion,

Victoria Prickly Heat Powder,

Lavender Talcum Powder,

Mitcham Lavender Soap,

\$1.00 Per Box of 3 Tablets.

HOUSEHOLD AMMONIA

60 Cents Per Bottle.

VICTORIA DISPENSARY.

NOTICE.

Messrs. ARTHUR HEINRICH, VALERY von BOBSEWICZ, GEORGE RUDOLF LAURENT, and ERNEST ERDEWIN SCHULTZ, have this day been admitted Partners in our Firm.

Messrs. HEINRICH REINHOLD and GUSTAV ROBECKE having resigned, cease to sign our firm's name from this date.

CARLOWITZ & CO.

Chim, Hongkong, Kobe, Hamburg, New York, 1st October, 1911. 1277

NOTICE.

WE, the Undersigned have this day established ourselves as STOCK, SHARE and GENERAL BROKERS and will carry on business under the style of MOXON & TAYLOR at the Offices recently occupied by Messrs E. F. Kadoorie & Co., 6, Queen's Buildings, Chater Road.

G. C. MOXON, JOHN W. TAYLOR.

Hongkong, October 2, 1911. 1278

SINGON & CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings Importers. General Storekeepers and Shipchangers. Nos. 35 and 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515.

Hongkong, September 4, 1909. 124

HONGKONG FOOTBALL CLUB.

THE TWENTY-FOURTH ANNUAL GENERAL MEETING will be held on FRIDAY, October 6th, 1911, at 2.30 P.M. in the Office of the Hongkong Jockey Club (by kind permission).

Business: To receive the Annual Report and Accounts, and to elect Officials for the season 1911-12.

H. L. O. GARRETT, Hon. Secretary.

Hongkong, September 29, 1911. 1287

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 7th October, 1911, at 12 o'clock Noon, at the Office of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

T. F. HOUGH, Clerk of the Office.

Hongkong, September 23, 1911. 122

THE GRAND CARLTON HOTEL

FIRST-CLASS AND UP-TO-DATE.

HIGH-CLASS AND LEADING CATERERS.

Dinners or Suppers supplied from 100 to 1000 Persons.

O. E. OWEN, Proprietor.

TELEGRAPHIC ADDRESS: GRAND, Hongkong.

Telephone No. 312.

Business Notices.

THE EASTERN ASBESTOS COMPANY, HONGKONG.

"VANISHO."

PAINT, VARNISH & ENAMEL REMOVER.

Removes even the oldest Paint in the shortest time, after it has been applied to the surface.

NON-INFLAMMABLE, NON-POISONOUS, NON-INJURIOUS.

NON-EXPLOSIVE.

Does not injure Wood or Iron Work, and contains no Acid.

Office: Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

TELEGRAMS: "CORRUPTED," HONGKONG. TELEPHONE No. 501.

Bruxelles 1910. Grand Prix. Hamburg.

Dralle

AGENTS: A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, October 2, 1911. 1278

THE LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the design and manufacture of PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL RAILWAY WAGGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

The Taikeo Dockyard and Engineering Co. of Hongkong, Ltd.,

AGENTS, BUTTERFIELD & SWIRE.

Hongkong, October 3, 1911. 1289

MEE CHEUNG & CO., ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

1768

WING ON CO.,

TAILORS AND OUTFITTERS' EXPORT AND IMPORT MERCHANTS.

HAVE JUST RECEIVED NEW SHIPMENTS OF Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods have no equal.

499-513, DES VUEX ROAD CENTRAL.

107 & 108, CONNAUGHT ROAD CENTRAL. (Trains passing Door).

Telephone 189.

Hongkong, August 15, 1910. 772

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

J. H. TAGGART, Manager.

196

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAI.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms—From \$5 per day. Men. Telephone Add: "Peaceful."

Town Office, 4, Des Voeux Road.

Hongkong, February 5, 1908.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING

NEW DRESS LINENS, COTTON FOULARDS.

Peter Pan Collars, Handkerchiefs, Belts, etc.

A GOOD ASSORTMENT OF SAILORS' HATS.

2, PEDDER STREET.

Telephone 644.

BEST HOUSEHOLD COAL.

Delivered free Kowloon:

\$10.50 per Ton.

Delivered free Hongkong:

\$11.50 per Ton.

Delivered free Peak District:

\$13.75 per Ton.

F. Blackhead & Co.,

Coal Merchants.

1558

GRAND HOTEL NO. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position.

Large and Airy Rooms. Luxuriously furnished. Electric Lights and Fans throughout.

Cuisine under EUROPEAN SUPERVISION.

Ladies' Afternoon Tea Rooms. Special rates for married families on application to the Manager.

CHARGES MODERATE.

REICHMANN, Proprietor.

TELEPHONE No. 197. TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.

Hongkong, November 10, 1909.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

ENTIRELY up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable Rooms. Excellent Cuisine under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, December.

"POMMERY"

THE KING OF CHAMPAGNES.

Sole Agents,

CALDBECK, MACGREGOR & Co.

WINE AND SPIRIT MERCHANTS.











# Canton-Kowloon Railway.

## JOINT SECTIONAL FARE TABLE.

On and after 5th October, 1911, and until further notice the following Fare Table will come into operation. Previous Fare Tables cancelled.

STATIONS.	KOWLOON & KOWLOON.		HONGKONG.		HONGKONG & KOWLOON.	
HONGKONG AND KOWLOON.	1st	2nd	3rd	1st	2nd	3rd
HUNG HOM.	1st	2nd	3rd	1st	2nd	3rd
YAU MATI.	1st	2nd	3rd	1st	2nd	3rd
SHATIN.	1st	2nd	3rd	1st	2nd	3rd
TAI PO.	1st	2nd	3rd	1st	2nd	3rd
TAI PO MARKET.	1st	2nd	3rd	1st	2nd	3rd
FAN LING.	1st	2nd	3rd	1st	2nd	3rd
SHAM CHUN.	1st	2nd	3rd	1st	2nd	3rd
PU KUI.	1st	2nd	3rd	1st	2nd	3rd
LI LONG.	1st	2nd	3rd	1st	2nd	3rd
PING WU.	1st	2nd	3rd	1st	2nd	3rd
TIN TONG WAI.	1st	2nd	3rd	1st	2nd	3rd
SHEK KU.	1st	2nd	3rd	1st	2nd	3rd
TONG TONG HA.	1st	2nd	3rd	1st	2nd	3rd
LUM TSUN.	1st	2nd	3rd	1st	2nd	3rd
CHUNG MUK TOW AND SHEK MA.	1st	2nd	3rd	1st	2nd	3rd
TU TONG.	1st	2nd	3rd	1st	2nd	3rd
SHEUNG PING AND MUK LUN.	1st	2nd	3rd	1st	2nd	3rd
WANG LIE.	1st	2nd	3rd	1st	2nd	3rd
NAM SHEH.	1st	2nd	3rd	1st	2nd	3rd
SAI WU.	1st	2nd	3rd	1st	2nd	3rd
SHEK LUNG.	1st	2nd	3rd	1st	2nd	3rd
SHEK LIK KOU.	1st	2nd	3rd	1st	2nd	3rd
SHEK TAN.	1st	2nd	3rd	1st	2nd	3rd
SHEK HA.	1st	2nd	3rd	1st	2nd	3rd
SIEN TSUN.	1st	2nd	3rd	1st	2nd	3rd
NGA YEO.	1st	2nd	3rd	1st	2nd	3rd
TONG MEI.	1st	2nd	3rd	1st	2nd	3rd
SUN TONG.	1st	2nd	3rd	1st	2nd	3rd
NAM KONG.	1st	2nd	3rd	1st	2nd	3rd
WU CHUNG.	1st	2nd	3rd	1st	2nd	3rd
CHIE PI.	1st	2nd	3rd	1st	2nd	3rd
SHEK PAI.	1st	2nd	3rd	1st	2nd	3rd
CANTON & S.T.	1st	2nd	3rd	1st	2nd	3rd

NOTE:—These fares are quoted in Hongkong Currency.

Return Tickets will be issued to 1st and 2nd Class Passengers at one and a half single fare.

Goods Tariff may be had on application at the Head Office British Section, Kowloon and Chinese Section, Canton. Price 50 cents.

By Order: K. S. LINDSEY, Manager.

Canton-Kowloon Railway.

Chinese Section, Canton.

By Order: THE ADMINISTRATION.

Chinese Section, Canton.

Chinese Section, Canton.

### ENGLAND AND GERMANY.

#### The "English Diplomatist" Interview.

A message to the Japan Chronicle dated August 29 gives a translation of some of the more important passages in the alleged interview with an "English Diplomatist," published in the *Neue Freie Presse*, which aroused a storm of criticism. The passages quoted are:—

"I will put it quite plainly. One has a feeling that Germany's action is a challenge. These overhanging challenges begin to be serious. Behind the dispatch of the Panther to Agadir, and behind the whole of German foreign policy so far as it allows itself to be governed by these provocative methods (inspired by the *Protestantische Kultur*), those who know Germany see not the German people, but only a certain clique, whose action in various European centres is equally reckless. In a certain sense what was true of France before 1870 is true of Germany to-day. In those days politics were made by the *Typhloids*—the legislative bodies were creatures of the *Typhloids*. It was the *Typhloids* that made the senseless war against Germany. To-day in Germany politics are made from above, not by the people. The German Imperial Government does not, like the English Government, represent the public opinion of the country. The *Empereur* of the Emperor has clearly inspired the act of Agadir. If Germany had a Government which really represented public opinion she would not have embarked on the unfortunate Moroccan policy.

"I need hardly say how much England desires peace and a good understanding with Germany. Has not Aquila repeatedly given expression to this desire? Have we not, since Bismarck's fall, tried to believe in a real improvement of our relations with Germany? But then Germany diplomacy strikes in, having at its back not Germany, but the German people—but an oligarchy which hinders the wise guidance of the State and deprives genuine statesmen of their independence.

"It is, too, a misfortune for the world that a considerable number of German diplomatists who occupy very prominent and conspicuous positions appear to keep their Government inadequately informed about the real feeling of the people in the country where they are accredited. I may be allowed to remark, for instance, that the German Government is not well informed in regard to the feeling in England. If there is to be an improvement in this respect there must be a change—a change not only of system, but also of persons.

Reuters' Agency learns on inquiry in official quarters in London that there is no knowledge of any British diplomatist being responsible for the interview published in the *Neue Freie Presse*. That journal states that the article reached it from an English diplomatist who knows how to reckon the probabilities and possibilities of the Moroccan question, but it says that it extends the cloak of editorial secrecy and will not reveal the name of the author.

### KING'S MESSAGE TO JOURNALISTS.

The King has sent the following message to the president of the Institute of Journalists, which has been holding its annual conference at Dundee:—

"The King thanks the members of the Institute of Journalists for their message of loyal assurances and good wishes. His Majesty trusts that the attendance at the conference of representatives from all parts of the Empire may promote sympathetic interchange of ideas upon Imperial questions, foster a spirit of loyalty and patriotism, and generally tend to the advancement of civilisation and the prosperity of his subjects all over the world; for the powers of the Press are great and only equalled by their responsibilities, and his Majesty recognises the debt of gratitude due to journalists for the incessant and untiring zeal with which, collectively and individually, they strive by day and night to discharge a great public duty."

### BACON & HAM

Do you want the best for your table?

SEND US YOUR ORDERS.

We stock absolutely first quality Australian mild cured Bacon and Hams.

Prices Moderate.

### THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1910.

### THE CHINA MAIL'S

#### ILLUSTRATED SOUVENIR

of the British Section of the Kowloon-Canton Railway

Containing photographic illustrations of the magnificent scenery through which the line runs, a brief history of the project, an outline of the work accomplished, etc., etc.

JUST THE THING TO SEND HOME

PRICE 10 CENTS

### SHIPPING.

#### Latest Steamer Movements.

(Exclusive of Movements reported to-day.)

#### BUTTERFIELD & SWIRE.

O. S. S. G.

Achilles, L. Liverpool Sept. 23.

Agamemnon, L. S'pore for S'hai Aug. 23.

Alex, L. S'pore H. Sept. 10.

Alcinous, A. H.K. O. Oct. 8.

Antenor, L. Liverpool Sept. 22.

Antiochus, L. Liverpool Sept. 22.

Bellerophon, L. H.K. for Kobe & Seattle Sept. 7.

Calchas, L. Liverpool Oct. 14.

Cyclops, A. H.K. O. Oct. 6.

Dardanus, L. H.K. for S'hai Sept. 25.

Democritus, L. Liverpool Oct. 21.

Glauco, L. S'pore for S'hai Sept. 27.

Idomeneus, L. H.K. for S'pore Sept. 20.

Laertes, L. H.K. H. Sept. 22.

Machon, L. Liverpool Sept. 20.

Menelaus, A. London Sept. 8.

Orestes, A. H.K. Oct. 13.

Palas, L. S'pore H. Sept. 2.

Priam, L. Liverpool Oct. 21.

Prometheus, A. Home Sept. 20.

Stentor, L. Liverpool Sept. 20.

Talamos, P. Canal H. Sept. 13.

Talamachus, L. Yama for Kobe Oct. 6.

Teucer, L. Liverpool Oct. 14.

Thesus, A. H.K. Sept. 30.

Titan, L. S'pore H. Sept. 22.

Tydeus, A. Home Sept. 22.

C. M. S. N. C.

Astyanax, L. Batavia H. Sept. 11.

Atreus, L. Yama for Kobe Oct. 16.

Hyson, L. S'pore H. Sept. 30.

Kintock, L. Batavia for Amsterdam Sept. 13.

Mennon, L. Hankow Oct. 5.

Moyra, L. S'pore H. Sept. 18.

Myrionides, At S'pore H. Sept. 23.

Nelus, P. Canal O. Sept. 25.

Orpheus, L. Liverpool Sept. 29.

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### PACIFIC MAIL.

#### China, A. Frisco Sept. 28.

Korea, A. Yama Oct. 3.

Manchuria, A. Frisco Oct. 5.

Mongolia, L. Yama for Kobe Oct. 3.

Paris, L. Yama for Kobe Oct. 3.

Siberia, L. Frisco Oct. 4.

Toto Kure Kure.

America, A. Yama.

Bayo, A. H.K. from Moji Sept. 29.

Chiyu, A. Yama for Frisco Sept. 29.

Hongkong, L. Calao Sept. 29.

Kyoto, A. H.K. for Kobe Sept. 29.

Nippon, A. H.K. Sept. 29.

Shingo, A. H.K. for Kobe Sept. 27.

Tenyo, A. H.K. Oct. 3.

Ozaki, Shosen Kure.

Canada, A. H.K. from S'hai Oct. 5.

Chicago, A. H.K. from N'hai Oct. 5.

Mexico, A. Yama for Victoria Oct. 5.

Panama, A. Yama for Victoria Sept. 30.

Seattle, A. Yama for Kobe Oct. 6.

Trinidad, A. Yama for Kobe Oct. 6.

Alaska, L. H.K.

Ararat, A. H.K. from S'pore Oct. 5.

Cathay, A. H.K. for S'pore for Calcutta Sept. 29.

Gregory, A. H.K. from Moji, Oct. 3.

Japan, L. H.K. for S'pore Sept. 20.

Lightning, L. H.K. for S'pore Sept. 26.

H. = Homeward. P. = Passed.

L. = Leave. H.K. = Hongkong.

A. = Arrives. L. = Leaves.

The Editor would be grateful if Steamship Company Agents would assist him in keeping the above column up to date by occasionally cutting out their list of steamers and sending same to this office with corrections and additions.

THE YOKOHAMA SPECIE

BANK, LTD.

ESTABLISHED 1880.

AUTHORIZED CAPITAL—Yen 40,000,000.

Paid-up Capital—Yen 30,000,000.

RESERVE FUND—Yen 17,150,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS AT:

ANTUNG, HAIKOW, NAGASAKI.

BOMBAY, NEW YORK.

CHANGCHUN, DAIKIN (DAIYU).

FUKUOKA (MUKUEN), FUKUOKA.

HANKOW, HANKOW (PORT ARTHUR).

HONGKONG, HONGKONG.

Kobe, Kobe.

LIANG, LIANG.

LYONS, LYONS.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,

Manager.

Hongkong, September 28, 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL—£1,500,000.

Subscribed do. £1,125,000.

Paid-up do. £685,000.

RESERVE FUND—£325,000.

HEAD OFFICE.

40 THE MARK LANE, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.

Agents in Japan: Messrs JARDINE, MATHESON & Co., Ltd.

BANK OF ENGLAND.

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A TALE OF TWO CITIES

4,000 feet in length.

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limit for the completion the line, which, with the aid of foreign capital, should now be rapidly pushed forward. That this scheme of nationalisation has aroused keen opposition, everyone knows; but having once put its hand to the plough the Government cannot turn back, and though we have not yet heard the last of the protests raised in Kwangtung over this question, there is only one line of action to be pursued, and that is a firm resolve on the part of the Imperial Government to see the scheme through whatever the steps which will be necessary to carry it into effect. For, looked at in a broad and general sense, the Chinese railway system is still in its infancy. The railway system of India, for example, is only partially developed, but with a population of about 240,000,000 India can at least boast of about 30,000 miles of railway, whilst China, with a population greater by, perhaps, nearly 100,000,000, can at present show about 5,000 or 6,000 miles of railway only. Before Chinese railway development can compare with that of India another 30,000 miles or so will have to be built at a cost of say over £200,000,000 sterling. These figures show at a glance the magnitude of China's task ahead, a task which she cannot think of accomplishing without foreign aid in the way of capital and engineering skill.

To revert to the undertaking whose fruition is to-day being celebrated, though it has not been one of abnormal magnitude, the difficulties have been not a few. From an engineering point of view there have been many adverse conditions to face—rivers to be bridged and huge cuttings to be carried through. Then, too, the mysterious factors *fengshui* and interference with graves had to be seriously reckoned with, but, thanks to the skill and tact of the officials these difficulties have been successfully overcome. As chief engineer, Mr. FRANK GROVE has had a most onerous and difficult post to fill, but as well in the practical work as in the handling of delicate matters touching native susceptibilities he has won through in a manner which is a lasting tribute to British integrity and conciliation. It is particularly gratifying to feel that the difficult question of a working agreement between the two sections has been come to after lengthy negotiation. What is now needed is to abstract the best results from the joint enterprises in whole-hearted co-operation for the general good of both. Given this, the future takes on a bright and hopeful outlook.

### NEWS OF THE DAY.

The Huxham Trio are making a great hit every night at the Victoria Theatre, especially in their topical songs.

The sale of work in connection with the Church Mission Society is to be open at the City Hall on Thursday, the 5th inst., at three o'clock.

The old George Inn at Hammersmith Broadway, London, which dates from the time of the Stuarts, is now being demolished to enable the thoroughfare to be widened.

The Yōmei in Japan has the following: The Toyo Kisen Kaisha has under consideration a plan to build a ship-repairing yard at Koyasu near Kanagawa, to be large enough to accommodate ships of the Tokyo type. They propose to realise the scheme by filling up the foreshore, and a petition has been filed with the Kencho in the name of Mr. Seichiro Asano.

A statement has been published in Tokyo papers describing as hopeless the position of the s.s. *Empress of China*, but the *Japan Advertiser* of September 18th says it is totally incorrect. A representative of the *Advertiser* has been officially informed that the vessel company has by no means given up its operations; on the contrary the work is progressing slowly but surely toward a successful issue. A canal has been blasted through by which the vessel can be refloated, and as she lies in a position fairly well-protected from the prevailing northerly winds no present apprehension is felt that the work will have been done in vain. The salvage men have been closing up some leaks and making the most careful preparations for the next attempt at refloating.

**SUFFERERS TAKE NOTICE.**  
THERE is no necessity of your being constantly annoyed by a tickling in the throat, which keeps you coughing and disturbs your sleep and rest. A dose or two of Chamberlain's Cough Remedy will put the plague which is the cause of the trouble and clear the pulmonary tubes. For sale by all Chemists and Storekeepers.

### NEWS OF THE DAY.

We have a letter in our office addressed to H. R. H.

Two bar-boys at the Land We Live In Hotel are reported to have stolen \$141 from the till by means of a duplicate key.

A list of the evening classes to be re-opened at the Hongkong Technical Institute on Monday next will be found on page 10.

The Commonwealth Government has applied to the Admiralty for 1,633 officers and men to man the Commonwealth naval unit. Eight hundred men will be supplied locally.

As advertised in another column a Reception will be held at the residence of General J. J. Loria at noon to-morrow, in celebration of the first anniversary of the Republic of Portugal.

The usual annual ceremony of hoisting the pennant, which takes place on the day the troops leave England, was carried out this morning by the Royal Engineers at Wellington Barracks.

The Open-air Concert which was to have been given by the Hongkong Cricket Club on Saturday night last has been postponed to Saturday, 14th, inst. and will not take place to-night as mentioned in last night's *China Mail*.

While watching Heybridge (Essex) cycle sports a foundryman received a slight scratch on the cheek from a woman's hatpin. Inflammation set in, and his death has occurred from erysipelas resulting from the scratch.

It is stated in official circles at Rome that the King of Italy will go to meet the King of England when the latter crosses the Mediterranean on his way to India. The interview will take place between Naples and Messina, and the whole Italian Navy will sail under its King's command to do honour to King George of England.

A party of the Chinese Commercial Mission who are to visit Japan in accordance with the invitation issued by the United Chambers of Commerce, will leave Shanghai on October 20th for Nagasaki direct, where they are expected on the 26th. The party will arrive in Tokyo on or about November 30th and spend fifty days in Japan.

There will shortly be sold in London an antique jewelled pendant, consisting of a large emerald in a circle formed of brilliant and emeralds set in beautifully enamelled gold, from which suspends a diamond-shaped drop. This pendant is believed to have been the property of Queen Elizabeth, and is inscribed with her name and the royal crown.

### SOCIAL AND PERSONAL.

Fleet-Paymaster C. F. Fitch, of the retired list, has been appointed Naval Agent at Shanghai, and will be borne on the books of the Tamar at Hongkong. Fleet-Paymaster Fitch joined the financial department of the Royal Navy in July, 1882, as assistant clerk, was promoted paymaster in 1904, and fleet paymaster in 1907. He recently retired from the service.

The marriage of Mr. Willard D. Straight, representative of the Morgan financial interests in China, and Miss Dorothy Payne Whitney, a daughter of the late Mr. William C. Whitney, at one time a prominent American Cabinet Minister, took place at Geneva on 7th ult. Only some twenty guests were present at the ceremony. After a brief honeymoon the couple will proceed to China, where they first met when Miss Whitney was travelling. Mr. Straight was at one time in the Imperial Chinese Customs, but he was better known as United States Consul-General at Mukden. After filling this post with distinction Mr. Straight returned to Washington to become head of the Asiatic Bureau of the State Department. He resigned this position to join the financial syndicate of which Mr. J. Pierpont Morgan is the head, and was sent back to China to represent its interests. Miss Dorothy Payne Whitney is considered to be one of the wealthiest young women in America. Her brother, Mr. Payne Whitney, is married to a daughter of the late John Hay, the American diplomat.

### REPORTED LOSS OF A GERMAN STEAMER.

The s.s. *Haitian*, which arrived this morning from Swatow, brought the news of the loss of a steamer on Breaker Point on Sunday. When the *Haitian* left Swatow no reliable news was to hand and on her way down she saw nothing of the wreck. Considerable damage was done at Swatow by the typhoon and at present telegraphic communication with that port is interrupted so that little will be learned for a few days regarding the vessel and crew which is supposed to have been wrecked.

Great anxiety is felt in shipping circles to-day regarding the non-arrival of the German steamer *Uta* bound from Kanton to Hongkong with a cargo of coal and which is a day or two overdue. It is rumored that it is probably the s.s. *Uta* which has foundered at Breaker Point.

## CANTON-KOWLOON RAILWAY.

### OPENING OF CHINESE SECTION.

#### An Outline of the Undertaking.

To-day an important epoch in the development of South China has been marked. With fitting ceremony, and in the presence of prominent British and Chinese officials, the complete Chinese section of the Canton-Kowloon Railway has been opened. Connecting as it does with the British section, a complete line of rails now runs from Kowloon Ferry to Canton, covering a distance of over 110 miles, public traffic on which opens to-morrow (Thursday).

The ceremonies to-day, a full report of which will appear in to-morrow's *China Mail*, commenced with a reception this morning at Tai Sha Tou (the big terminal station at Canton), after which the daily-decked opening train steamed out at 9 o'clock for Sam Chun, the frontier station, arriving there at about 12.20 o'clock. A special train conveying guests from Hongkong arrived just after, and at one o'clock a luncheon was held, when the section was declared officially opened and a number of speeches were delivered. Both the British and Chinese trains departed from Sam Chun at 3.15 in the afternoon.

In a recently-published supplement the *China Mail* described the British section, and now we furnish our readers with some particulars of the larger Chinese project.

The total length of the Chinese Section of the Canton-Kowloon Railway is 89½ miles; the Loan Agreement for its construction was signed in March 1907 by the British and Chinese Corporation and the Imperial Chinese Authorities; the detailed survey was commenced in August of that year, while construction was commenced in certain sections where land had been purchased, in June of 1908.

The local administration of the railway is placed by the Loan Agreement in the hands of a Chinese Managing Director associated with a British Engineer-in-Chief and a Chief Accountant, and these positions are at the present time filled by Mr. Chao Chung Hua, Acting Managing Director, Mr. Frank Grove, M. Inst. C. E., Engineer-in-Chief, and Mr. Ernest Hall, Chief Accountant.

The executive officers recently engaged on the line were Mr. B. T. B. Boothby, Assoc. M. Inst. C. E., District Engineer, No. 9 District; Mr. W. G. Moore, District Engineer, No. 3 District; Mr. W. M. Stratton, Maintenance Engineer, Tai Sha Tou; Mr. J. J. Thompson, Locomotive Superintendent, and Mr. C. T. Liu, Traffic Manager.

Construction work proceeded steadily throughout, though many troubles caused by native opposition in the country districts occurred in the early days of land purchase and of the commencement of actual work. Eventually, however, with more vigorous measures on the part of the Chinese authorities, and much patience and care on the part of the foreign engineers, a better time came and more rapid progress was attained, especially in the past year.

While this Railway does not rank as China's most difficult engineering work up to the present, there are works of magnitude and some considerable engineering interest connected with it.

In the early days of promotion of the scheme, a length of 100 miles, more or less, was anticipated and that this could be reduced to 89½ miles is satisfactory. Tunnels have been avoided though there are heavy earthworks from Mile 58 to Mile 68 through hilly and mountainous country, and in the low-lying portions there are some 10 miles of high embankment necessitated by the very high flood levels.

Besides an interesting route through the hilly portions, already indicated, the feature of this railway which calls for special comment is a series of large bridges in the East River Valley which is crossed between Mile 22 and Mile 41. In these nine miles are the following bridges—

Sien Tsun River Bridge	5 spans 60 feet
Shak Ha do.	3 spans 60 feet
Shak Tan do.	3 spans 100 feet,
	2, 60 feet.
Pek Kong do.	4 spans 60 feet.
Kas Sui do.	3 spans 100 feet.
Shikung, East do.	3 spans 224 feet,
	2, 60 feet.
Tung Kun do.	4 spans 244 feet,
	2, 60 feet.

The method adopted for the erection of the 224 feet span girders is unusual in this part of the world and indeed has been elsewhere seldom attempted on so large a scale. The weight of each span when floated out is 330 tons and the erection and riveting has taken place on shore near launching jetties. The final floating out and seating of each span only occupies a few hours. The piers of the larger bridges are founded upon caissons embedded as to the lower portion in steel, sunk to a sufficient depth by open dredging and finally plugged with concrete.

The rolling grade of the line is 1 in 150 and this grade is almost entirely confined to the hill section, which remark also applies to the sharpest curvature, viz. 3 degrees.

Tangents are long throughout the more level portions of line and therefore a satisfactory through train speed should be maintained without difficulty.

Steel rails 65 lbs per yard have been supplied by the Hanyang Iron and Steel Works, Hanyang, near Hankow, and the quality, as proved by analysis and physical tests, is up to a high standard. Sleepers are of New South Wales hardwood, mostly acacia, hewn 8 feet by 6 inches by 6 inches, and the superior lasting qualities are undeniable.

The equipment of the Railway, while not extravagant, is such as will ensure a good degree of comfort to passengers, and the railway has already been complimented on the smooth running of its trains over the portions recently opened to traffic.

The type of locomotive adopted is 2-4-0, outside cylinders 19" x 24" stroke, double bogie tender for 3,500 gallons of water and 5½ tons of coal, weight of engine and tender loaded 101½ tons, maximum axle load 14½ tons, diameter of driving wheels 5 feet, manufacturers, the North British Locomotive Company Limited Glasgow.

The first carriages in use were supplied as to frames and bogies by the Metropolitan Carriage & Wagon Company, Birmingham, the bodies being manufactured and erected by the Hongkong & Whampoa Dock Co., Ltd., of Hongkong, who sent up the carriages to Canton ready for running by lighter towed by a launch. Others have been built by the Tong Shan Works of the Imperial Railways of North China. The type of carriage adopted is as follows:—

Length over platforms—61 feet, 4 wheel bogies, body of oak with varnished teak lagging outside and light wood inside, high dome roof with torpedo ventilators. The trains are continuous with standard central couplers and Westinghouse brakes throughout. The 1st class carriages have a side corridor with coupes and a card saloon, mattan seats and cushions and electric light equipment. For sound design and workmanship combined with reasonable economy, the type of carriages adopted, which has also been introduced on the British Section of the railway, is considered eminently satisfactory.

The terminal station at Tai Sha Tou, Canton, is a fine structure and is used as a general head office, as well as providing station accommodation.

The smaller stations on the line are simple structures sufficient to serve local demands, while permitting extension and development with the growth of traffic.

With the exception of Shikung on the East River, which is a distributing centre of some considerable importance, though not a large city, there are no towns of importance contiguous to the railway. There are however many villages and a large population, and the rapid and cheap means of transport afforded by the open section of the line is already hailed with much gratification by the inhabitants.

In order, therefore, to develop a maximum amount of local traffic, besides 3rd class stations, semi-permanent "halts" have been established at all likely places, which, with a small station staff, should materially assist in building up the traffic of the railway.

Now that the railway is complete, the travelling public will find an interesting journey awaiting them, the British and Chinese Sections combined affording unusual and very beautiful scenic attractions apart from any engineering interest. It is no exaggeration to state that the short railway journey from Hongkong to Canton will rank very high in point of interest, and the development of the line into one of the most important and financially successful railways is merely a question of time.

Mr. Frank Grove, M. Inst. C. E., Engineer-in-Chief of the Chinese section of the Canton-Kowloon Railway, deserves great credit for the progress made in the construction of this important line. Notwithstanding the many discouragements and privations to overcome, together with engineering difficulties encountered, Mr. Grove has upheld the prestige of British engineering construction standards in the enterprise now completed. He was not discouraged by the many trying delays due to friction between the officials and the Chinese in their endeavor to fulfil their obligations to the railway, and the inhabitants along the right of way. By the exercise of great patience and tact, he carried on the work under these trying conditions and to-day it might be said that instead of the railway being unpopular, it appeals generally to the inhabitants who formerly lost no opportunity to obstruct the work.

Mr. Grove was formerly connected with the Bengal-Assam Railway previous to undertaking the position he has for years occupied. Indeed the Hongkong-Canton line is also indebted to the Assam-Bengal for Mr. E. S. Lindsay, M.I.C.E., the Chief Resident Engineer of the British section.

### "China Mail's" Illustrated Supplement.

With the issue of the *China Mail* of to-morrow's night, containing the full account of the opening ceremony, will be given away a large illustrated supplement containing portraits, views of the railway, etc. It will be printed on special paper and will form a capital memento of the occasion.

## LANDING OF REAR-ADMIRAL MURDOCK.

Considerable interest was manifested in the official landing of Rear-Admiral Joseph B. Murdock, of the U. S. S. *Saratoga*, and Commander-in-Chief of the United States Asiatic Squadron, which took place at Bako Pier this morning in the presence of a large concourse of people. On reaching the pier the distinguished visitor was received by Captain P. M. Taylor, A.D.C., to His Excellency Sir Frederick Lugard, and Mr. G. E. Anderson, Consul-General for the United States of America in Hongkong. At the same time a salute of thirteen guns being fired from the shore battery at Kowloon.

After inspecting the guard of honour, consisting of two officers and fifty rank and file of the 1st Bn. K. O. Y. I., with regimental colours, the band having played a few bars of "The Star Spangled Banner," the party got into chairs and proceeded to Government House, where an official call was made on His Excellency the Governor.

The personal staff of the Admiral is as follows:—Commander Joseph L. Jayne, Chief of Staff; Lieut.-Commander Harry E. Lackey, A.D.C., Fleet Engineer; Lieut.enant Sigsbee Cannon, A.D.C., Flag Secretary; Lieutenant David W. Bagley, A.D.C., Flag Lieutenant; and Fleet Ordnance Officer, Ensign Richard Hill, A.D.C.

### CLAIM FOR GOODS.

The case of Watkins, Limited, against G. W. Wellbourn for \$26.20 for goods supplied came before Mr. Justice Gompertz, at the Supreme Court this morning.

Mr. Crowther Smith, appeared for plaintiff, and Mr. R. A. Harding for defendant. Plaintiff gave evidence as to the amount said to be due.

Mr. Harding said that the debt was owing to a Mr. Duncan who was a runner.

His Lordship—He dealt with the firm through Duncan.

Mr. Harding said they had always given the orders to Duncan and had received the goods from him. Payments had also been made to Duncan who was not now in the Colony. Plaintiff had gone round to all the steamers apparently and when plaintiff had called at the s.s. *Tianjin* his client was engaged in the ship with cargo. Defendant admitted \$26.20 and said he would call at the shop and go into the accounts. Verdict for that effect was written on the accounts. Four days afterwards to his astonishment he got a writ and he had paid \$2.60 into Court which was admitted and \$2 costs.

His Lordship gave judgment for plaintiff for \$11.20, being the amount paid into court and \$2.60 the difference found to be due in the accounts.

Another case by the same plaintiffs against A. G. Hawke also came before his Lordship and after hearing the evidence judgment was given for defendant.

### THE GREAT JANSSEN SHOW.

To-night is the opening performance at the Theatre Royal of the Great Janssen Company. This fine attraction, had just closed a very successful engagement of four weeks in Shanghai and arrived here yesterday. Janssen brings to Hongkong the largest, best and most sensational entertainment ever presented here, so say the management. His illusions are his own invention. Among the most important in to-night's programme are "Astra the Mystery of the Air," "The Invisible Flight," "A Master of Choice," "The American Beauty" and fifty other important tricks. Among the vaudeville features are De Halli and Valera, the Famous Comedy Jugglers, Mr. Nelson Story, musical comedian and champion xylophone player; Miss Edna Harr the illusionist and many others. The bookings at Montreux indicate a very large attendance to-night.

There is to be a serious reduction, owing to the state of the finances, in the number of missionaries to be sent out this year by the Church Missionary Society. They will number fifty-eight less than last year—124 against 182. The society's missionaries total 1,360, and with the help of 440 native clergy, native teachers, catechists, and Bible women, they are to be found throughout the world. The society's schools and colleges have as many as 180,000 scholars.

## PORT WINES.

From the Oldest and Most  
Reliable Oporto House: Messrs  
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SUPERIOR, RICH OLD  
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12, Queen's Road Central, Hongkong.



## BY TELEGRAPH.

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## THE WAR.

## LATEST INFORMATION FROM THE SEAT OF UNREST.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

It is understood that immediately Italy has definitely occupied the ports of Tripoli she will be willing to discuss terms and pay to Turkey an indemnity for the occupation.

## AUSTRIA ANNOYED.

The activity of the Italians on the Albanian coast has irritated the Austrian Press, which warns Italy against further operations in that quarter.

## THE BRITISH FLEET.

It is officially announced at Malta, says Reuter's correspondent, that the British Fleet will remain there for the present.

## TRIPOLI CUT OFF.

No war news has been received to-day owing to communication with Tripoli being cut off.

## PEACE PROSPECTS.

The papers hopefully discuss the prospects of a speedy end of the conflict, based on an official announcement made in Berlin that Baron von Bismarck, the German Ambassador at Constantinople, is in active communication with the Porte with a view to ending hostilities.

## ITALY'S DIPLOMACY.

The Turkish appeals to the Powers have failed to produce more than benevolent expressions. Italy having thoroughly prepared the way before taking action by timely consultation with the Powers, which cannot now thwart her.

It therefore only remains to be seen what will happen in Tripoli and at other ports.

## ITALIAN PLANS.

The Italian expedition is ready to sail, if it has not already started. Regarding this, the most stringent censorship has been instituted to prevent the smallest leakage of information.

It will be impossible to attempt a landing until the Turkish forces in the forts have surrendered or are reduced to impotence by bombardment. The belief prevails that there will not be any resistance except perhaps by the Arabs, who are uncontrollable.

A proclamation of neutrality has been gazetted owing to the Censorship.

## WILLING TO PAY.

The Italians are anxious to avoid bloodshed and are prepared to pay two and a half millions sterling for Tripoli.

## BRITISH TRADE PREJUDICED.

Lloyd's have called the attention of the Government to the grave prejudice caused to British trade in the Black Sea and on the Indian and Australian routes by extinction of the light on the seaboard of the belligerents, quoting as an example the Dardanelles and the Red Sea.

## THE TURKISH FLEET.

Reuter's correspondent at Milan wires that the Italian Admiralty does not believe that the whole of the Turkish Fleet has reached the Dardanelles, but understands that it divided at Samos, going in different directions.

The Italian Admiral has, therefore, posted a strong line of ships from Greece to the coast of Africa to prevent the Turkish Fleet from approaching Tripoli.

## GUERRILLA WAR.

Fever Boy, the leader of the Turkish revolution, is going into the hinterland of Tripoli via Egypt in order to stir up a guerrilla war.

## TURKEY INDIGNANT.

The Turkish Embassy in London says that Turkey will never consider the granting of monetary compensation to Italy.

## THE MEXICAN PRESIDENCY.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

General Madero has been elected President of Mexico.

## BY TELEGRAPH.

(Copyright.)

## RESTLESS PORTUGAL.

## BIG ROYALIST RISING.

## Republicans Flee.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

Reuter's correspondent at Madrid says it is reported that Condeiro, the leader of the Portuguese Royalists, entered Portugal on the 1st instant at the head of 4,000 men with several guns and 120 mules.

All the inhabitants of the Commune Santo-Tiro have risen, and are waving Royalist flags and cheering the monarchy.

The Republicans have fled.

## GOVERNMENT TO ACT.

LONDON, Oct. 4.

No further news of the Monarchist raid has been received with the exception of an official statement that the movement failed completely and all the conspirators were arrested.

The Government intends to act with severity.

## PORTUGAL REPORTED QUIET.

(From Our Own Correspondent.)

LONDON, Oct. 4.

A wire from Lisbon, dated October 3, confirms the information that absolute quiet reigned throughout Portugal and that the Monarchist attempt at Oporto to overthrow the Republican Government was frustrated. Many arrests have been made.

## COMMONWEALTH POLITICS.

## W. AUSTRALIAN GOVERNMENT DEFEATED.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

In the West Australian General Election the Government has been defeated and there are indications that the Labour party will have a majority of ten.

Two Ministers were rejected.

## IRISH RAILWAY STRIKE.

## A UNION'S THREAT.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

The Executive of the Amalgamated Society of Railway Servants has resolved to call out all the Irish transport workers to-day if the railway companies refuse to reinstate the strikers.

## A JUDGE MURDERED.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

A Judge of the High Court at Abo, Finland, has been shot dead. The murderer committed suicide.

## TERRIBLE GALE IN EUROPE.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

A gale on Sunday did great havoc on the coasts.

The steamer Hatfield while assisting a steamer in the North Sea foundered and sank, 18 men being drowned. There was only one survivor.

A German trans-Atlantic steamer was driven ashore at Boulogne.

A British petroleum steamer stranded off Flushing and was burnt. Seven of the crew were killed.

Five steamers and eighty river craft have been wrecked on the Scheldt, and many people have been drowned.

## AMERICAN ADMIRAL'S DEATH.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

Reuter's New York correspondent reports the death of Admiral Schley, who destroyed Admiral Cervera's fleet in the war between America and Spain.

## AN AIRMAN'S DEATH.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

Reuter's correspondent telegraphs from Spokane that an airman named Dixon who flew over the Rockies on Saturday was killed yesterday by falling a hundred feet.

## SHORT-LIVED HONOUR.

(Reuter's Service to the China Mail.)

LONDON, Oct. 3.

Reuter's correspondent telegraphs from Spokane that an airman named Dixon who flew over the Rockies on Saturday was killed yesterday by falling a hundred feet.

## BY TELEGRAPH.

(Copyright.)

## THE LIBERTE OAT-ASTROPHE.

## FUNERAL OF VICTIMS.

(Reuter's Service to the China Mail.)

LONDON, Oct. 4.

At Toulon the funeral of the victims of the Liberté catastrophe took place in the presence of President Fallieres and the Ministers of the Government.

Admiral Pao and Officers of H.M.S. Exmouth represented Great Britain.

There were 108 coffins borne by twenty-four artillery regiments. The funeral service was of the most impressive character after which the French and British naval brigades, followed by the French troops, defiled past the coffins.

President Fallieres telegraphed to King George expressing gratitude at the participation by the British in the ceremony.

## OFFICIAL RELEASED FROM PRISON.

(Wah Tei Yat Po's Service.)

PEKING, Oct. 3.

At the request of the High Commissioner for Szechuan the President of the Szechuan Provincial Assembly has been released from prison.

## THE SZECHUEN UNREST.

(Wah Tei Yat Po's Service.)

PEKING, Oct. 3.

The Viceroy of Szechuan having reported that the rioters are united and in communication with some of the members of several Provincial Assemblies the Cabinet has wired to the respective Viceroys to keep an eye on the movements of the members.

## RAILWAY PROTECTION ASSOCIATION.

(Wah Tei Yat Po's Service.)

PEKING, Oct. 3.

The Board of Communications has wired to the Viceroy of Canton requesting him to use the best means in his power to suppress the Railway Protection Association.

## AT THE MAGISTRACY.

A rickshaw coolie was fined \$5 by Mr. J. R. Wood at the Magistracy this morning, for refusing hire at Kowloon.

While Lance Sergeant Wills was on patrol duty on Tuesday he noticed a lighter, the movements of which appeared to be somewhat suspicious and on investigating the matter he found that the lighter contained 925 lbs of sandal wood. No satisfactory account could be given as to where they had obtained the cargo and the two men were arrested. They said that a third man had asked them to take the sandal wood on board a steamer. It was ascertained that the cargo belonged to Messrs. Siamson and Co., and had been taken from the s.s. Rajah. Further enquiries elicited the fact that when the typhoon signals were hoisted a few days ago this lighter went into Causeway Bay Refuge while four other lighters laden with sandalwood from the s.s. Rajah also came in and it is alleged that the wood was stolen from these lighters and intended to be shipped to Canton. A third man was subsequently arrested and they appeared before Mr. J. R. Wood at the Magistracy this morning, when the case was remanded. Bail was allowed in the sums of \$140, \$50 and \$400 respectively.

## WHISKY PRICES ADVANCE.

An Edinburgh correspondent to the Financial News says that the patent still branch of the Scotch whisky trade is enjoying quite a boom, as the result of fears of a shortage in the available stocks of suitable whisky. Distillers are busier now than they have been for many years, and the Distillers' Company, Limited, is recommending the Ardgowan Distillery at Greenock, which was acquired in 1902, to prevent overproduction, and has been silent for some time.

During the past ten months grain whisky prices have advanced from 25 to 50 per cent. As values were previously unduly depressed this will not involve any advance in retail prices. The advance is attributed partly to the increased demand following upon the recovery in the consumption, but in the case of young whisky it is also accounted for, to some extent, by speculation.

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## SPORTING.

## Polo Club Gymkhana.

Through the courtesy of the Hon. Secretary of the Hongkong Polo Club we are able to publish the entries for next Saturday's Gymkhana.

1.—3.30 p.m.—HANDICAP FOR ALL CHINA PONIES. FIVE FURLONGS.

Mr H. P. White's Lachina	189
Messrs Hughes and Jarrold's Favonius	182
Mr M. H. Logan's Merry Scot	153
Mr James' Brushwood Boy	150
Mr T. S. Forrest's Rejected	150
Mr Brutton's Lynton	147
Mr Collis Brown's Dyllan	145
Mr Downham's Chibby	145
Mr C. Jay's Trovian	139
Mr Velox's Grayback	139
Mr Ching's Urgent	138
Mr Hickman's Raffles	135
Mr C. J. Aston's James	135

2.—3.30 p.m.—LADIES NOMINATION. FOUR FURLONGS.

Mr Ching's Urgent	139
Mr H. A. Law's, Seaweed	139
Capt. Vallin's Jorrock	132
Mr M. W. Bishop's, Sonny Jim	132

3.—4.10 p.m.—SWEEPSTAKE. ABOUT TWO FURLONGS STRAIGHT.

Mr H. A. Law's, The Ramp	168
Major Withycombe's Tregoo	168
Mr M. H. Logan's Rockingham	168
Mr C. H. Rose's Ben Moor	168
Mr G. H. Kent's Tokio	168
Capt. Mallinson's Baluchi Chief	168
Capt. Mallinson's Polar Bear	168
Capt. Mallinson's Jorrock	138
Mr H. F. Carter's Handy	168

4.—4.30 p.m.—HANDICAP—ONE AND HALF MILES.

Messrs Hughes and Jarrold's Favonius	158
Mr Brutton's Oil King	154
Mr James' Brushwood Boy	154
Mr Ellis Kadoorie's Arcadian Chief	153
Mr M. H. Logan's Merry Scot	152
Mr Hickman's Kerry	150
Mr H. A. Seth's Mombassa	147
Mr T. S. Forrest's Rejected	145
Mr C. Jay's Trovian	140

5.—5.10 p.m.—ONE MILE—FOR ALL CHINA PONIES that have never won a Race of any sort up to time of starting (Ladies Nomination Races at this season's Gymkhana excepted).

Mr Brutton's Lynton	155
Mr C. J. Aston's James	152
Major Withycombe's Tregoo	152
Mr Hickman's Raffles	152

## Lawn Bowls.

The finals for the Open Championship will be played off on Saturday next at the Kowloon Bowling Green. The President of the Lawn Bowls League will be "At Home."

## Interport Swimming.

A SHANGHAI COMPLAINT.

The following is from the China Press (Shanghai) of Sept. 27th:—

No reply has yet been received by the Rowing Club to their cable and letter sent some three weeks ago to Hongkong in respect to the swimming interport and a certain amount of dissatisfaction is being voiced among swimmers at the silence maintained by the Hon. Sec. of the Victoria Recreation Club, Hongkong, to whom both cable and letter were addressed.

This feeling is enhanced by reports in the Southern papers from which it appears that no possibility exists of the interport being arranged for the date suggested by the Rowing Club.

## ITALIAN CONVENT BAZAAR.

Owing to the inclemency of the weather on the opening and second days of the annual sale of work at the Italian Convent, the attendance has been disappointingly small and, in consequence, the proceeds of the sale has been proportionately meagre. We are informed by the Mother Superior that, owing to the recent abnormal rise in the price of rice, the staple food of the Chinese department of the Convent, the need for help from patrons and friends has seldom been more keenly felt. The Sisters of Charity have, accordingly, decided to extend the special sale of work now proceeding at the Convent, Cause Road, until Saturday next, by which time they hope the receipts will be at least equal to the amount of previous years. Up to now they are much below the average.

## ORGAN RECITAL.

Although the attendance at last night's organ recital in St. John's Cathedral was not so large as usual, those present had a delightful treat in the splendid classical programme provided—Mr. Deaman Fuller played with his customary skill and good taste, giving familiar and newer pieces alike with splendid effect. The best items were Bach's Preludes and Fugue in E minor, the excerpt from Elgar's "Dream of Gerontius" and Cyril Scott's tone-picture "Vespers." These were given studied treatment and were greatly appreciated. Dithyramb, by Basil Harwood, we did not care for; the constant straining after effect is rather disconcerting. The whole programme on this occasion was instrumental, Mrs. R. O. Edwards assisting as violinist. She played Thomas' Andante and Rite's Romance in a most sympathetic manner, and her article-work was greatly appreciated.

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A Rolling Stone, by R. M. Crocker.  
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The Overflowing Scourge, by Stephen Foreman.  
Because of a Kiss, by Lady Constance.  
Enter Charman, by Harold Vallings.  
A Lady of Spain, by G. B. Burgin.  
The Dawn of All, by Robert Hugh Benson.  
Love Letters of a Faithless Wife, by Lucas Clavel.  
The Hampshire Wonder, by J. D. Burford.  
Ripe Corn, by S. O. Netherlands.  
The Claw, by Cynthia Stockley.  
Wedded but Not a Wife, by Florence Varden.  
The Queen's Fillet, by Canon Sheehan.  
The City of Enticement, by Dorothy Gerard.  
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SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	MAITA	3 p.m.	Freight and Passengers
	Capt. G. M. Montford, R.N.R.	6th Oct.	Passenger
SHANGHAI	DEVANHA	13th Oct.	Freight and Passengers
	Capt. H. Powell	13th Oct.	Passenger
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	MISHIMA MARU	WEDNESDAY, 25th Oct., at Noon
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VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBÉ, KAIKŌ and YOKOHAMA	TAMBA MARU	TUESDAY, 10th Oct., at Noon
	AWA MARU	TUESDAY, 7th Nov., at Noon
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU	FRIDAY, 4th Nov., at Noon
	KUMANO MARU	FRIDAY, 27th Oct., at Noon
	YAWATA MARU	FRIDAY, 24th Nov., at Noon
	BOMBAY MARU	TUESDAY, 3rd Oct., at Noon
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MANILA, LOONGSANG	SATURDAY, Oct. 7, at 2 p.m.
SHANGHAI, YUEHSANG	SUNDAY, Oct. 8, Daylight
MANILA, YUEHSANG	SATURDAY, Oct. 14, at 2 p.m.
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## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE.

## TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPEROR	Oct. 30	Oct. 17th, at Noon
ST. ALBANS	Nov. 17	Nov. 11th, at Noon
EMPEROR	Dec. 1	Dec. 8th, at Noon
ALDENHAM		Dec. 23rd, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are limited throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1903.

## OSAKA SHOSEN KAISHA. REGULAR SERVICES PROPOSED.

## SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama, Chifu, Shimoda & Yokohama	CANADA MARU	2064	Tuesday, 17th Oct., at 11 a.m.

The S.S. Chicago Maru will not call at Keelung.

The Co.'s newly-built steamers have fair speed. Superior accommodation for passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels.

Special attention given towards Express competition.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAKAO & AMPING via SWATOW & AMOI	GOSHU-MARU	SATURDAY, 7th Oct., at Noon
TAMSU, SWATOW & AMOI	DAIGI MARU	SUNDAY, 8th Oct., at 10 a.m.

For further particulars, apply to S. HIROI, Manager.

## Shipping

## FOR SHANGHAI, KOBÉ AND MOJI.

THE Steamship ARRATOUN ANCAR, Captain G. F. Hudson, will be despatched for the above Ports on SUNDAY, the 8th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, is fitted throughout with Electric Light and carries a daily qualified Doctor.

RETURN TOURS TO JAPAN. (Occupying 20 days).

Returns tickets available by the Indo-China Navigation Co.'s Steamers.

For Freight or Passage apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, October 3, 1911.



## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDIAN, RANEAU PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for DATA.

VIA, PERSIAN GULF, CON-TINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEELI, Captain H. S. Dhanraj, carrying His Majesty's Mail, will be despatched from this for BOMBAY, MANCHESTER & LONDON Direct, on SATURDAY, the 14th October, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship China, 6,000 tons, from Colombo.

Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Russia and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Manchester and London; other cargo for London, etc., will be conveyed Direct in the same bottom by the a.s. DEELI, proceeding via Bombay and being due to arrive in London on the 28th November, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars



## Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamer from Colombo to	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
ASSAYE	7500	Feb. 3	MANTUA	11000	March 2
BIM LAYA	7000	Feb. 17	MACEONIA	10500	March 16
DEVI	8000	March 2	MOREA	11000	March 30
INDIA	8000	March 16	Through Steamer		April 13
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27
DETA	8000	April 13	MALOA	10500	May 11
ASSAYE	7500	April 27	MONGOLIA	10000	May 25
DELHI	8000	May 11	MALWA	11000	May 31

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £71.10 SINGLE - £108.14 RETURN.

2nd £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS

STEAMERS	Leave Hongkong	Due London
NYANZA	7000	February about 7
NILE	7000	March 4
NUBIA	6000	April 3
SUMATRA	5000	April 17
NAMUR	7000	May 1
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON: 1st SALOON £35.0 SINGLE £55.10 RETURN. 2nd £28.10 " £47.4 " For further particulars apply to

E. A. HEWETT, Superintendent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI KOBE AND YOKOHAMA	ERNEST-SIMONS	GIRARD	Oct. 9, about 6 P.M.
MARSEILLES, Via Ports	SYDNEY	COSTA	Oct. 10, at 1 P.M.

TRANSFERRING on the Co's Steamers at SINGAPORE to BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA. Through Tickets to London, via Paris, from £27.10 up to £71.10. 2) hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles. For further particulars apply to

P. THOMAS, Agent, QUEEN'S BUILDING.

## DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY &amp; FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING
HAIVANG	Capt. J. W. Evans	FRIDAY, 8th Oct., at 1 P.M.
HAICHING	Capt. W. C. Passmore	TUESDAY, 10th Oct., at 1 P.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days)

HAITAN	Capt. A. J. Rosch	THURSDAY, 5th Oct., at 1 P.M.
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Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO., General Managers.

## PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,000	S. Crosby	Manila	TUESDAY, Oct. 10, at 4 P.M.
SAVRO	4,000	M. O. Smith	Cebu & Davao	FRIDAY, Oct. 20, at 4 P.M.

No Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping

## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.C., SEATTLE &amp; PORTLAND (Or.), via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	TONS	CAPTAIN	ON OR ABOUT
KUMERIO	11,000	G. McGill	10th October
LUCERIO	11,000	J. Mathie	25th October
HERCULES	7,000	R. W. H. H. H.	10th November

To be followed by other steamers of the Company at regular intervals. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports. Will call at AMOY and KEELUNG if sufficient inducement offers. For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED, King's Building, Praya Central.

TELEPHONE No. 780.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING: From HONGKONG, 30th September. From COLOMBO, 17th October. For Rates and further information, apply to

THE BANK LINE, LIMITED, (MANAGING AGENTS) Hongkong, April 1, 1911.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE. The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on through Bills of Lading from Hongkong to River Plate Port transhipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS: FROM HONGKONG, 30th September. FROM CALCUTTA, End August, End September.

For Rates of Freight and further particulars apply to

THE BANK LINE, LIMITED, (MANAGING AGENTS).

## New Line of Steamers TO South African Ports. ORIENTAL &amp; AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius. If sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS: S.S. DUNERIC, 3,000 tons, To be despatched End of December. S.S. KATANGA, 5,500 tons, To follow.

Apply to THE BANK LINE, LIMITED, Managing Agents. Hongkong, August 29, 1911.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	GNEISENAU, Capt. T. H. Stollberg	(16,000)	WEDNESDAY, 4th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH, Capt. E. Malchow	(16,000)	WEDNESDAY, 4th Oct., at Noon.
MANILA, YAP, MARONN, SAMAR, RAL, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. F. Brunning	(8,000)	(SATURDAY, 7th Oct., Daylight)
KOBE AND YOKOHAMA	PRINZ WALDEMAR, Capt. F. Iscke	(8,100)	TUESDAY, 17th Oct., of October.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	(5,050)	Middle of October.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS &amp; CO., General Agents, Hongkong &amp; China.

## Regal Boots AND Shoes

## FOR SALE

## AT REASONABLE PRICES



## THE SAVOY.

8, D'Aguiar Street (opposite Court House).

## Shipping

## P. &amp; O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

## S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 15th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT MARSEILLES LONDON APRIL 18th. APRIL 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON: 1st SALOON £71.10 SINGLE: £108.14 RETURN. 2nd £48.8 " £72.12 " For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

## FRESH ARRIVAL

SPECIALLY SELECTED COLLECTIONS FOR THIS CLIMATE. IN AIR-TIGHT TINS.

## SUTTONS SEEDS

VEGETABLE, FLOWER \$2.50, 5.00, 7.50, 10.00 each. GRASS For Tennis Lawns \$4.00 each.

China Express Co., P. O. Box 250, 3, DUDDELL STREET. TELEPHONE No. 688. Hongkong, August 10, 1911.

## Notices to Consignees

## NOTICE TO CONSIGNEES.

## FROM EUROPE

## TIRE B. A. L. Steamship

## CAPTAIN BAXTER, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extraordinary Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading accompanied by the Underwriters.

## Optional Cargo will be carried on unless notice to the contrary be given to-day.

## All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

## No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

## All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 2.30 a.m.

## No Fire Insurance will be effected by us in any case whatever.

## This steamer brings on cargo:—

## Ex s.s. Sonck from Setubal.

## Ex s.s. Germania from Goleborg.

## Ex s.s. Kow Kong from Siam.

## HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, October 2, 1911. 1283

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

## FROM SOUTH AMERICAN PORTS AND JAPAN PORTS.

## THE Steamship

## BUYO MARU.

## The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for consignment, and to take immediate delivery of cargo from alongside.

## Cargo remaining undelivered on TUESDAY, 3rd October, at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

## No Fire Insurance whatever will be effected.

## No claims will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on FRIDAY afternoon, the 6th October, 1911, will be subject to rent and landing charges. All chafed and otherwise damaged cargo to be left on board or in Godown, examination of same to be arranged.

## All claims must be filed on or before FRIDAY, 13th October, otherwise they will not be recognized.

M. MATSUDA, Agent.

Hongkong, Sept. 29, 1911. 1284

## NORTH BRITISH &amp; MERCANTILE INSURANCE CO.

## WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

## TOTAL FUNDS AT 31st DECEMBER, 1910, £21,322,693.

## I-Authorised Capital £4,000,000.

## Subscribed Capital £3,814,945.

## Paid-up Capital £1,637,997 5 0.

## II-Fire Funds £3,842,215 4 2.

## III-Life &amp; Annuity Funds £5,645,125 9 7.

## Sinking Fund Account 97,856 18 8.

£21,322,693 17 3.

## Revenue Fire Branch £2,373,269 17 3.

## Life &amp; Annuity Branch £1,954,831 5 7.

## Other Receipts £43,314 10 8.

£4,771,415 17 5.

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES &amp; CO., Agents.

1911.

## Hotels

## THE STATION HOTEL, NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS. Bath-room to each Room. Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS. BILLIARD ROOM.

Private Dining Room. EXCELLENT CUISINE.

Tel. No. 1190. Tel. Address "Terminal". For Particulars apply to THE MANAGER.

Hongkong, March 1, 1911. 286

## VICTORIA HOTEL

LATE NEW AMOY HOTEL, KULANGSU, AMOY.

UNDER NEW MANAGEMENT. Good Food, Clean Rooms, each with Separate Bathroom.

REASONABLE CHARGES. Two minutes walk from the principal landing place.

BAR, BILLIARDS AND BOWLING ALLEY.

Chas. A. Mutton, Proprietor.

Hongkong, January 3, 1911.

## KING EDWARD HOTEL

A HIGH-CLASS HOTEL. LADIES AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Lifts to each Floor. Tables D'Hotel at Special Tables. Tel. Address: "VICTORIA, HARBOR". For Terms, etc., apply to the MANAGER.

Hongkong, October 2, 1908. 1862

## KINGSCLERE PRIVATE HOTEL

APPROACHED from Kennedy Road and Macdonnell Road.

Tel. No. 134. Tel. Address: "KINGSCLERE". A.B.C. Code 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green on a fine stabling for horses.

Proprietress, Mrs. F. SCHAESE.

Hongkong, September 1, 1908. 1868

## BRAESIDE PRIVATE HOTEL

STANDING in its own grounds with Tennis and Croquet Lawns. Large Airy and Well-Furnished Rooms. Every home comfort. Fine View of the Harbour. Telephone No. 390.

Apply to Mrs. F. W. WATTS, Proprietress, 20, Macdonnell Road.

Hongkong, September 2, 1908. 191

## JEYES FLUID

SOLE AGENTS, W. G. HUMPHREYS &amp; CO., BANK BUILDING.

Hongkong, May 18, 1906

## THE FIRST CHINESE NEWSPAPER

EVERY ISSUED UNDER PURELY NATIVE DIRECTION.

## The Chinese Mail

THE LARGEST CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

6 per Annum delivered in Hongkong, \$12.50 to all other Ports.

5, WELLINGTON STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.



